

# The Mountain Eagle.

—Published in the Heart of the Coal Fields—Only Newspaper Publishing All Industrial News—

Volume 8

Whitesburg, Letcher County, Kentucky, October 29, 1914

Number 7

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Much of the progress and development already realized is due to the influence of the press. It is evident that more effective work can be done by congenial co-operation among the agencies that stand ready and willing at all times to boost every praiseworthy undertaking.

Name your time and place. Brother Elam, and the Tribune will be represented at the meeting.—Estill Tribune.

Ben McGlosson pulled out Sunday for Neon to work.

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#### THE VALUE OF ROADS.

By H. M. Denton.

In responding to the request of the editor of the Eagle to contribute an article on the above mentioned subject I would first state that the voting of a bond issue for good roads in Letcher county at the general election next Tuesday should be a far more important proposition for the consideration of our people than the election of either Democratic or Republican public officials.

The development and prosperity of the county will continue about the same whichever political party wins in the election. But this is not so concerning the bond issue for good roads. For there is no one thing that can contribute more generally and surely to the greater development of Letcher county than the building of good roads. The facility of rural communication is the very life of any country.

Good roads afford a quicker and less expensive means of transportation of produce of every kind. The mud tax and the tax of wear over rocks are our heaviest taxes. This has been proven mathematically. The value of everything about a farm increases when there is a good road built near to the farm.

In Letcher county we more nearly travel in the beds of creeks than on anything that can be called a road. And because of this urgent need of roadways our farmers cannot get to market with farm produce except at great expense in the wear of conveyances, loss of time and many times injury to the produce being carried. Over a good road one horse, in less time, with less wear to the vehicle and with less worrying and fretting to the driver, can draw a heavier load than two horses over such roads as we have.

Good roads, again, are a very potent incentive to the intellectual and social development of a country. The States of the American Union advance more rapidly in wealth and intellectual development which have the best thoroughfares. This is particularly true of the New England States and the West where there is much spent in building roads.

Not only is this true in America, but it has been so in the history of all nations. Rome was one of the greatest nations of the past. The Romans were master builders of their age. They began building roads on a large scale more than 300 years before the Christian era. The Appian Way, begun in 312 B. C., was one of their greatest highways. And for 600 years Rome was known as a nation of superb road builders. So were the French great road builders. In France Tresaguet MacAdam, from whom macadam is named, believed firmly in a permanent highway construction by one central authority. This same sentiment was held in this coun-

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#### Whew!

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The fear of the Lord is to hate evil; pride, and arrogance, and the evil way, and the froward mouth, I do hate. Counsel is mine, and sound wisdom: I am understanding; I have strength. By me kings reign, and princes decree justice. By me princes rule, and nobles, even all the judges of the earth.—Proverbs 8:13-16.

I love them that love me; and those that seek me early shall find me. Riches and honor are with me; yea, durable riches and righteousness. My fruit is better than gold, yea, than fine gold; and my revenue than choice silver.—Proverbs 8:17-19.

Now therefore hearken unto me, O ye children; for blessed are they that keep my ways. Hear instruction, and be wise, and refuse it not. Blessed is the man that heareth me, watching daily at my gates, waiting at the posts of my doors. For whoso findeth me findeth life, and shall obtain favor of the Lord. But he that sinneth against me wrongeth his own soul; all they that hate me love death.—Proverbs 8:32-36.

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#### Early Items.

Headless Items Garnered Early in the Week to Tell Our Busy Readers What Their Friends are Doing.

#### Accurately Jotted

W. K. Kilbourn returned Sunday from a social and business trip through South western Virginia.

Judge J. P. Lewis and Sam Collins took a "spin" up the L. & E. Sunday sightseeing and otherwise.

Mrs. Rosamond Craft, of Craftsville, was in town Tuesday calling on friends and doing some shopping.

George Whitaker, good reliable citizen and influential farmer of Roxana, was up to the county seat this week.

Emmett Blair and J. M. Frazer returned Sunday evening from a pleasant social and business trip out in the State.

Keep apace with progress and pride your home and native land by voting the bond issue. Urge your friends to do the same.

Mr. and Mrs. W. H. Blair were pleasant social visitors with friends in Fleming and Haymond Saturday and Sunday.

James H. Light, Louisville business man, and Frank Carnahan, ever pleasant London traveling salesman, were here last week.

B. E. Venters, Baker, B. M. Potter, N. R. Craft and W. M. Johnson of Craftsville, excellent citizens, were in town Monday on business.

Attorney Jesse Morgan was in town from Hazard the first of the week. He also made a business trip to Fleming, McRoberts and Jenkins.

George Gibson, of Mater, was a passenger down Monday enroute out in the State. He is looking out a location and if suited will purchase property.

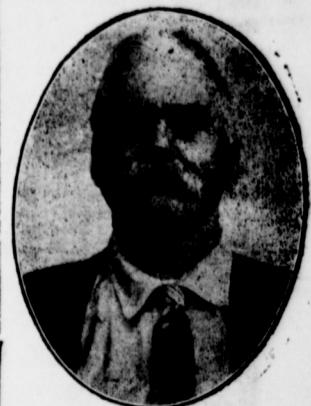
W. H. Courtney, efficient bank cashier, spent the week end with Mr. and Mrs. J. Henry Hall at Kona in the continued absence of Mrs. Courtney and the baby.

After being sick and confined at home at Blackey for some time Steve Jenkins is out again hustling for trade for the grocery firm of Curry Brown and Snider, Lexington.

Sam Commodori tel's us that his beautiful stone residence over on College Hill is now ready for the roof and that the work will continue to be rushed until the building is completed.

Charlie Vermillion, "live w're" traveling man of Lexington, formerly of this county, was here this week visiting home folks. He also went to Thornton to visit his mother, Mrs. Jim Hall.

#### EXPLAINS USE OF BOND MONEY



COUNTY JUDGE DAY

Whitesburg, Ky., Oct. 28, 1914.

To Voters of Letcher County: For some time there has been more or less speculation among the voters of Letcher county on the road bond question and just how the money would be distributed should the vote carry. For years and years I have been a good roads enthusiast, heartily endorsing the question at every opportunity, and today I am still more deeply interested than ever before.

In explaining the matter, I will say that every dollar voted will be expended upon the building of good roads, and that I have no favorite communities to reach, no special friends to serve, but I am disposed to see, as far as in my power, that the whole county is benefited by the money. I propose to start from Whitesburg and build toward Hindman, Hazard, McRoberts and the Cumberland river section, thereby going toward the four most important and growing sections of our county—distributing exactly an equal amount on each road, which is absolutely fair and right, as I see it.

The amount of money to be voted next Tuesday is \$75,000. The State department at Frankfort will appropriate an equal amount, which will total \$150,000, and there is every indication that the Federal Government will contribute \$75,000, which will make \$225,000 that is more than likely to be available if we can vote the \$75,000. This should appeal to our citizens and the bond should carry by all means. Again, the big corporations are going to pay 84 per cent of the \$75,000; we pay about 16 per cent.

We have so reduced the county's expense fund that a saving of \$11,000 each year is being made at this time. This will total \$33,000 in three years, and I am going to put every dollar of it upon the building of roads up the different creeks of the county, connecting with the above named roadways, so that those living on the creeks will be benefited equally. At the present time we are having a new road built from Mayking to Kona out of the money paid over by the Lexington & Eastern Railroad Company for damages to our roads in its construction—not a cent of the county's money yet having been expended in this work.

Trusting this explanation will suffice and believing that each and every voter in the county should go to the polls next Tuesday and vote for the bond issue, I remain,

Your humble servant,  
H. T. DAY,  
Judge Letcher County.



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COUNTY JUDGE DAY

Whitesburg, Ky., Oct. 28, 1914.

To Voters of Letcher County: For some time there has been more or less speculation among the voters of Letcher county on the road bond question and just how the money would be distributed should the vote carry. For years and years I have been a good roads enthusiast, heartily endorsing the question at every opportunity, and today I am still more deeply interested than ever before.

In explaining the matter, I will say that every dollar voted will be expended upon the building of good roads, and that I have no favorite communities to reach, no special friends to serve, but I am disposed to see, as far as in my power, that the whole county is benefited by the money. I propose to start from Whitesburg and build toward Hindman, Hazard, McRoberts and the Cumberland river section, thereby going toward the four most important and growing sections of our county—distributing exactly an equal amount on each road, which is absolutely fair and right, as I see it.

The amount of money to be voted next Tuesday is \$75,000. The State department at Frankfort will appropriate an equal amount, which will total \$150,000, and there is every indication that the Federal Government will contribute \$75,000, which will make \$225,000 that is more than likely to be available if we can vote the \$75,000. This should appeal to our citizens and the bond should carry by all means. Again, the big corporations are going to pay 84 per cent of the \$75,000; we pay about 16 per cent.

We have so reduced the county's expense fund that a saving of \$11,000 each year is being made at this time. This will total \$33,000 in three years, and I am going to put every dollar of it upon the building of roads up the different creeks of the county, connecting with the above named roadways, so that those living on the creeks will be benefited equally. At the present time we are having a new road built from Mayking to Kona out of the money paid over by the Lexington & Eastern Railroad Company for damages to our roads in its construction—not a cent of the county's money yet having been expended in this work.

Trusting this explanation will suffice and believing that each and every voter in the county should go to the polls next Tuesday and vote for the bond issue, I remain,

Your humble servant,  
H. T. DAY,  
Judge Letcher County,







# LOCAL NEWS

## HOMES.

O little home, ye little homes of love!  
Strength of a man; a woman's song;  
Laugh of a child;  
Warmth of a fire; glow of a lamp;  
The wind without, and grim the skies above.

O little homes, set close at every hand,  
Ye narrow walled-in worlds of joys and fears,  
Built of the commonplace of smiles and tears,  
Ye are the heart and sinew of the land.—ex.

Take the proper conception, appeal to your inner selves and vote your sentiments. It will mean a vote for the bond issue.

Don't let your political ambitions out do you, but go to the polls determined to cast a vote for the future of our county by voting bonds.

Editor Elam was down to Jackson Monday, interested in talking for a reorganization of the Mountain Press Association. Let the band wagon roll.

W. D. Sutton spent several days in our city this week. Mr. Sutton is one of the best known lumbermen and saw mill men in the Big Sandy Valley.

C. E. McWharther of Ashland, representing the Peter Volz Company, leading church and school furniture people, was here Tuesday talking his company.

Floyd Day, of Winchester, the experienced and hustling lumberman, known from one end of the State to the other, has been here looking after his extensive business interests.

County Superintendent George W. Jenkins is out in the county this week, visiting the schools, perhaps. Mr. Jenkins is an active, ardent worker and his work will live after him.

Hon. Edwin P. Morrow, leading politician of the republican ranks, will speak at the courthouse here Saturday at 1 o'clock. It is expected that a large crowd will be out to hear him.

John W. Barr, Louisville; W. L. Welch, Jackson; J. L. Reed, Frankfort; Noah Rose, Winchester; Bryce Cundiff, Jackson, were among the leading "drummers" here during the week.

The light of educational, religious and moral advancement is rapidly penetrating our glorious hill country. Help the good work by lifting our poor, dirt roads out of the mire and mud.

W. K. Collier, former Colly merchant, was in town Monday. Mr. Collier recently purchased the Henry Hall farm on the headwaters of Boone, paying \$6000 cash for same and is proud of his purchase.

We are for good roads because we know it will be for the betterment of our county, its up-building and future progress. Remove the worst obstacle that has yet confronted our people by voting for the bonds.

Honestly, voters, Letcher county should not do without good roads longer. To do so would be detrimental to your own interests and the interests of your children. Vote the bond issue with all your zeal.

If you have one bit of real home pride—pride in your glorious empire—your birthright, the land our fathers trod, and its future prosperity—send the story broadcast that the bond issue has carried—swept the platter clean.

S. T. Shipley, hustling salesman for the Taylor Christian Hat Company, was a passenger down the L. & E. yesterday and was preaching good roads. He said, with good roads in Letcher county our property values would be increased 50 per cent or more. Mr. Shipley expressed himself from his long experience with good roads in Virginia, Tennessee and other states, and knows.

Wilson Mullins, one of Cumberland river's good citizens, was in town yesterday and called on the Eagle.

J. W. Simmons, Ozark, Ala., was one of the leading outside business men registered here this week.

Engineer J. H. Blair, Jr., of Colly, war in town Monday and boarded the train for Pikeville where he was called on professional business.

By January 1, 1915, we want 500 more new names on our subscription list. Good friends, come along and help us unfurl our banners to the breeze.

It's the time of your lives and if the opportunity is disregarded what will become of old Letcher? Ask yourselves the question; ponder the subject seriously and decide that the bond route is the only route. Vote them long and loud.

Sam Bastin, one of the hustlers of the Elkhorn Coal Company at Mater, visited the new plant this week on his regular round. Mr. Bastin lives in Lexington, but has considerable coal interests at East Bernstadt near London.

We are in receipt of a subscription from cousin Alonzo Bolling, Mineral Hill, New Mexico. Mr. Bolling was reared at Flat Gap and is a son of Boyd Bolling and a member of the extensive family of Bollings of Wise county.

H. M. Hoskins, of Pikeville, Progressive candidate for Congress from the Tenth District, was here last week boosting the Progressive party and his candidacy. Mr. Hoskins is a nice gentleman and deserves some recognition from the voters.

W. H. Clayton, of Boone county, hustling Farmers' Institute worker and father-in-law of Attorney J. H. Newman, came up from Lost Creek Saturday and spent the day with Mr. and Mrs. Newman. Mr. Clayton is at present engaged in institute work at Lost Creek. He hopes to conduct a meeting in Letcher county this year.

## Funeral Notice.

The funeral of Tom Williams, who died a few years ago on head of Pound, will be preached at the Flat Gap graveyard on Saturday, October 31, and Sunday, November 1. The relatives and friends are requested to take notice.

## Perhaps Killed.

Telephone messages Monday evening from Poor Fork stated that Lincoln Coldiron, son of Felix Coldiron, well known here, and a nephew of Judge and M. D. Lewis of this place, was dangerously, if not fatally, shot that evening. The shooting was done accidentally, the shots being fired by a peace officer in attempting to quell a row. Young man Coldiron was also trying to aid in stopping the fight. He was immediately taken to Harlan and last reports were that he could live only a short while.

## How's This?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.

P. J. CHENEY & CO., Toledo, O.

We, the undersigned, have known P. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions and financially able to carry out any obligations made by him. NATIONAL BANK OF COMMERCE, Toledo, O.

Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price 75 cents per bottle. Sold by all Druggists.

Take Hall's family Pills for constipation.

If your name is not on our Honor Roll get it there. It would add much luster thereto and help us wonderfully. Don't fail in our next.

## A WORD

To All the Democrats of Letcher County.

To All the Democrats of Letcher County: Since our friends the Republicans are doing all in their power to arouse enthusiasm over the coming election and to get their voters to the polls on election day. Now, the Democrats know with a moment's thought that they owe a great debt of gratitude to our Administration up at Washington for the admirable, safe and sane manner in which our National affairs have been conducted, and it is their indispensable as well as patriotic duty to endorse this able conduct of affairs by coming out to the election on November 3 and voting to maintain our country's glory. Woodrow Wilson endorses outright the candidacy of our young Democratic hero, J. C. W. Beckham, and it is the duty of every Democrat in this State to vote for him.

Therefore, as Chairman of our Campaign Committee, let me urge upon you the importance of casting your vote on next Tuesday and casting it right. Let no Republican ridicule deter you from your duty and on the morning of November 4 the sun will rise upon a glorious victory with Beckham and Camden the heroes of the day. Believing you will everyone do your duty, I am, Faithfully and earnestly yours, ROBERT B. FRANKLIN.

Adv.

Don't let little petty differences split you on voting the bond issue. Go to the polls determined to cast a vote that will build up your country.

For a safe, sane cure for your sick watch see J. C. Wilcox & Son, Whitesburg.

In our next issue we will give the election returns, complete.

Hon. Ira Fields, of Hazard, is in town on business.

## YOUR COLUMN

### Residence for Sale.

Splendid new residence in most desirable location in Whitesburg. Building contains 16 good large rooms and will be sold at a bargain price. Address X Y Z, in care Mountain Eagle.

NOTICE—I was lately re-commissioned as Notary Public for another four years, and will continue, as in the past, to serve my friends to the best of my ability. Telephone me. W. B. WEBB.

Aug. 18, 1914

## Notice.

The public is hereby notified that each and every pauper claim in Letcher County are reduced one-half of the amounts as now allowed. Merchants and others will be governed accordingly.

This August 4, 1914.

LETCHER FISCAL COURT.

Service is what counts. If it is automobile service you want call Collins at Jenkins Police Station. He will do the rest.

## Stray Mule.

There is a stray mule at my house which has been there for a week. No owner has ever come. It is a small horse mule, brown color, very old age. Owner can get mule when feed is paid for. Noah Hale, Amelia, Knott county, Ky.

## Farm for Sale

120 acres in Clay county, Ky., 10 miles from London, 6 miles from new railroad at McWhorter on Rockcastle river, 100 acres in cultivation, 25 or 30 acres bottom, remainder good corn, clover and grass cover land; deep well, good orchard, good house, fair barn, big store house newly built, 30 acres set to clover, good spring, 3 good gardens, good markets. Price, \$2,500, one-half down, balance time. Want to go west. Come quickly if you want a bargain. Also new stock of merchandise. Will take 70 per cent first cost, about \$1500. U. W. HUNDLEY, Crawford, Ky.

IF YOU WANT TO BUY, SELL OR TRADE, WRITE

J. W. Holcomb  
REAL ESTATE  
220 BALTIMORE BLDG.  
Oklahoma City, Okla.

# Congressman Langley

Answers His Accusers and Exposes a Cowardly Attempt to Suppress Records and Mislead the People. Two Lies Nailed.

In a speech delivered at Paintsville two weeks ago, I said that I had heard insinuations that in the last hours of the campaign a personal attack upon me would be made. Too late for me to answer it and I challenged my enemies to be decent enough to make this attack in time for the people to have a chance to hear me in reply. By accident I have just discovered that they are secretly distributing a pamphlet to the effect that its existence be concealed for the present. This pamphlet, an advance copy of which I was lucky enough to obtain through a Democratic Masonic friend, is a contemptible effort to quote only a part of public records and to conceal the other part, which is a complete explanation and refutation. Nearly a quarter of a century ago the late John C. C. Mayo and I had some trouble which resulted in my bringing a libel suit against him. Upon the advice of my attorney, the late R. C. Burns, of Catlettsburg, I filed a suit for libel in the Boyd Circuit court because Mr. Mayo was then temporarily in the jurisdiction of that court. I did this upon the assurance of Mr. Burns that a duplicate of the petition could be filed in the Johnson Circuit court, where I desired to have the case tried, and that if service was secured there also I could with prejudice to my rights dismiss the Boyd county case and try the Johnson county case. Service was later secured in Johnson county and Mr. Burns thereupon made the necessary motion to dismiss the Boyd county suit. The pamphlet referred to gives only the Boyd county proceedings and seeks to make it appear that I abandoned the case, when, as a matter of fact, a confession of judgment was entered in the Johnson Circuit court for one hundred thousand dollars which I filed away upon an agreement between Mr. Mayo and myself that he was to pay the costs of the action and the attorney fees. I have in my possession the original agreement to that effect signed by Mr. Mayo and myself. In support of this statement I quote the following certified copy of the Johnson Circuit court records, the original of which I am leaving in the possession of Dr. J. D. Meade, of Pikeville, who can be reached by telephone or wire. The original record can also be found in the office of the Circuit Court Clerk of Johnson county:

## ORDERS JOHNSON CIRCUIT COURT.

May Term, Second Day, 17th Day of May, 1892.

JOHN W. LANGLEY,

vs. J. Judgment.

JOHN C. C. MAYO.

The defendant, John C. C. Mayo, having been duly summoned herein and failing to appear and answer, it is adjudged by the court that plaintiff, John W. Langley, recover of the defendant, John C. C. Mayo, the sum of One Hundred Thousand Dollars and his costs herein expended, which amount except the court costs hereof, the plaintiff, John W. Langley, in open court releases and remits with the said John C. C. Mayo, and this cause is filed away.

THIS AGREEMENT WITNESSETH:

That in the case of John W. Langley vs. John C. C. Mayo now pending in the Johnson Circuit court for One Hundred Thousand Dollars, it is agreed that the two orders on the other side of this half sheet of paper may be entered as an interlocutory and final judgment in said case.

Signed in triplicate above words "May 3, 1892," and "John W. Langley" crased before signing.

May 3, 1892.

JOHN W. LANGLEY.

JOHN C. C. MAYO.

ATTEST: J. W. M. STEWART,

STATE OF KENTUCKY,

COUNTY OF JOHNSON.

I, F. P. BLAIR, Clerk of the Circuit court in and for the county and State aforesaid, do certify that the foregoing is a true and correct copy of an order entered in the Johnson Circuit court in Order Book No. 9, at page 14, records of the Johnson Circuit Court Clerk's office.

WITNESS my hand this 14th day of October, 1914.

F. P. BLAIR, Clerk Johnson Circuit Court.

Mr. Mayo and I talked all these matters over and made friends.

years ago. We remained so to his death and no friend of his has any more reverence for his memory than I have. It is a well-known fact that when a move was made some years ago to use this in one of my campaigns, Mr. Mayo peremptorily forbade it; and now that he is gone and cannot speak for himself, men who pretend to be his friends are taking this cowardly course which he would condemn if living.

The pamphlet also undertakes to mislead the people by quoting only a part of the record in a matter which came up between Mr. O. A. Stump, of Pikeville, and me regarding contributions for the campaign of 1910, and the other part of the record which straightens the whole matter out is deliberately, maliciously and criminally suppressed. Through the designing and selfish purpose of certain parties who are my enemies, Mr. Stump, who is a respectable citizen and Republican, was made to believe that I had treated him unjustly as he afterwards explained to me and encouraged him to bring a suit against me. I regret that it will not be possible in a circular like this to explain all the details of this matter. That was why I called upon these assassins of character who are hiding in the dark to bring out any charge they had to make against me in time for me to answer fully to the people before the election. When Mr. Stump was advised of the real facts he did the manly thing by having the following renunciation of the petition presented in open court and entered upon the record:

## ORDERS PIKE CIRCUIT COURT.

February Term, Second Day, 6th Day of February, 1914.

O. A. STUMP, - - - - - Plaintiff.

vs. JOHN W. LANGLEY, - - - - - Defendant.

Now comes plaintiff, O. A. Stump, and by leave of the court withdraws his petition herein and its allegations and hereby dismisses this action for the following reasons:

At the time he directed his attorneys to prepare the petition he was laboring under great mental excitement on account of the controversy over the postoffice at Pikeville, Ky.; that he was not present when the petition was prepared and verified it without having read it.

That since reading it he finds it contains allegations that are not true, that it is true that he (plaintiff) contributed money toward the campaign expenses of the Republican Campaign Committee of Pike county, but said contributions were not intended as a bribe or to influence his re-appointment as postmaster, and were made without any agreement between plaintiff and defendant and plaintiff was to have said appointment.

It is true, however, that plaintiff afterwards told defendant about these contributions.

It is, therefore, ordered by the court that plaintiff pay cost of this action.

STATE OF KENTUCKY, )  
PIKE COUNTY, ) sct.

I, Frank Damron, Examiner Pike Circuit court, certify that the above is correct and a true copy as taken from record myself. This October 26, 1914. FRANK DAMRON, Ex. Pike Co.

After this campaign is over I shall avail myself of the remedies afforded by the Civil and Criminal laws to properly punish any responsible persons worthy of that much recognition who have committed this outrage upon me and upon the people, but for the present I must content myself by bringing before the voters of the district in this hurried and brief manner the facts which show the deliberate and unscrupulous conspiracy to deceive the public and to injure me and my family.

I have served this district faithfully and conscientiously and have tried to treat everyone with courtesy and fairness in all of my campaigns and I appeal to all the people, regardless of politics, to repudiate and put a stop to this method of campaigning which is only resorted to by men of no merits of their own to command them to the support and confidence of the public. Faithfully yours,

JOHN W. LANGLEY.

## WANTED!

White Oak Beer Staves. We Pay Cash, and will inspect and count the Staves delivered at your Railroad siding anywhere between McRoberts and Hazard. For specifications and contract call on or address

VALLEY CREEK LUMBER

COMPANY

at Whitesburg or Osceola, Kentucky.

## EWEN HOTEL

B. J. EWEN, PROP.

RATES \$2.00

Special Attention to the

Traveling Public.

Modern Conveniences,

Steam Heat,

Healthful Water in Connection.

Jackson, -- Kentucky.

Near Depot.

## When In

JENKINS

—Stop at the—

BROWN HOTEL

Jno. C. BROWN, Prop.

Rates \$2.00 Per Day

First Class Fare

Best of Accommodations

Hotel Centrally

Located.

The Eagle makes a nice ornament for your reading table.

# BIG OPENING

WE HAVE JUST OPENED IN OUR NEW QUARTERS IN THE FIRST NATIONAL BANK BUILDING

One of the Most Complete New Lines of

Men's and Boys'

Fall and Winter Suits  
Overcoats  
Rain Coats  
Corduroy Pants  
Underwear  
Hats, Caps  
Hosiery

In fact:

Everything to Wear!

We have the most complete ever in Whitesburg. Prices are Right. Come, be convinced.

BALTIMORE BARGAIN STORE

OPPOSITE OLD STAND

## Is Your Stomach Wrong?

Sooner or later you will be wrong in every organ of your body. It is a well known fact that over 90% of all diseases are caused by ailments of the digestive organs. If you have the slightest suspicion that your stomach requires treatment, don't delay a moment. Little ills soon grow into serious ills.

## DR. PIERCE'S Golden Medical Discovery

soon rights the wrong. It helps the stomach digest the food and manufacture nourishing blood. It has a tonic effect and soon enables the stomach and heart to perform their functions in a natural, healthy manner, without any outside aid.

As Dr. Pierce's Golden Medical Discovery contains neither alcohol nor narcotics there is no reaction. For over forty years it has stood the test of both use and abuse and is today the greatest remedy of its kind in the world. Begin now. Take it home today. Sold by Medicine Dealers in liquid or tablet form, or send 50c to Dr. Pierce's Invalids Hotel, Buffalo, N. Y., for a trial box.

For 30c you can get the German Patent Medical Adhesive, 1000 pages—ditch board—to pay cost of mailing.

## Bronchial Coughs

The prostrating cough tears down your strength.

The clogged air-tubes directly affect your lungs and speedily lead to pleurisy, pneumonia, consumption.

SCOTT'S EMULSION overcomes bronchitis in an easy, natural way. Its curative OIL-FOOD soothes the inflamed membranes, relieves the cold that causes the trouble, and every drop helps to strengthen your lungs.

All Druggists Have It. REFUSE SUBSTITUTES.



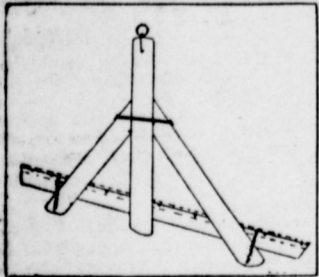
# TELL YOUR FRIENDS TO VOTE FOR ROADS



## GOOD ROADS

OPERATION OF ROAD GRADER  
Harrow and Packer Can Be Used to Advantage at Finish to Properly Compact the Soil.

When the time comes to grade the road, put a plow team at work the day before, and go down as deep as you can, turning over the breaking of the previous year. Some folks think that the grader was made to plow with, but I never could figure it that way, writes S. R. Cawley in Farm Stock and Farm. Then start moving the earth over the center of the grade. Set the grader blade at a reasonably sharp slant, and begin on the inside of the plowing. Carry your first load well up the center of the new grade from either side before you bite into



Good Road Grader.

any more. Then take another load and move it in after the same fashion, and so on until you have come to the outside of the new ditch. In the meantime have one man along with a crowbar to dig stone and a plow team to turn loose on the ditches as soon as the first plowing has been carried out. In other words, don't try to plow with the grader. Not until you have raised the grade to what you want it, and are clearing out the ditches. Then scrape them down to a smooth surface, and carry the scrapings in. Meanwhile a harrow and a packer can be used to good advantage on the grade compacting the soil.

And after the whole job is completed, and you have a well-rounded roadway built, drive back and forth with a wagon until you have made a path that others will follow.

## TREES ALONG COUNTRY ROADS

Not Only Useful as Shade to Stock in Fields, but Add Greatly to Beauty of Thoroughfares.

At a recent farmers' institute meeting the planting of trees along the country roads was advocated. It is a plan worthy of consideration everywhere. Trees beside country highways are not of less value and importance than along the streets of a city. They are not only useful as shade to the stock in the fields and to those who travel along the roads, but they add greatly to the beauty of the thoroughfares and are a distinct asset to the farmers by increasing the attractiveness of their land, says an Illinois writer in Farmer's Review.

The theory of the speaker was that the trees should be planted inside of the road boundaries and not on the farm land, and that the planting should be done as a part of the road improvement at public expense or by local organizations out of a common fund. The work would have to be done with system, of course, and provision made for the care of the trees once they were planted, but this system could easily be worked out. Objection might be raised in some quarters that shaded roads would not dry out easily after rains and would, therefore, be muddy at inconvenient times, but the proper training and trimming of the trees would remedy this difficulty. Every one, even the farmer without a shade tree on his premises, admits the attraction of a shaded road on a hot summer day. Every traveler on such a day greets a bit of woods or an overhanging orchard as an oasis in a desert land and wishes that it stretched on for miles. The occasional land owner who has lined his side of the road with shade trees—or even with fruit trees—is regarded by the traveler as a good Samaritan and blessings go out to him. The time will come, perhaps, when trees along the country roads are desirable and essential and their absence will show lack of proper enterprise in the community.

**Old-Fashioned Ideas.**  
Of course, there were, and still are, in isolated localities, persons who cling to the bad roads of their grandfathers, and resist any attempt to make improvements. These are those who also regret the passing of the spinning wheel, and the domestic spinning loom, with which the women used to make the cloth for clothing the family.

It is a waste of money to spend it upon roads that are not given proper drainage.

## GOOD ROADS

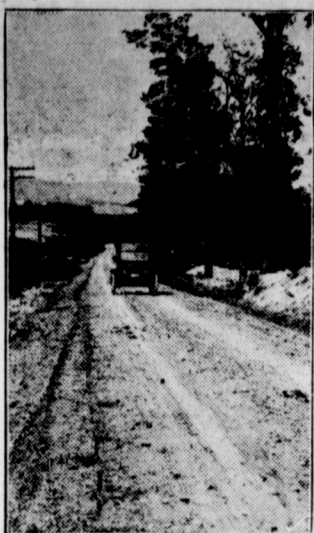
PLEA FOR WIDER ROADWAYS

Fourteen-Foot Road Will Outlast Three Nine-Foot Roads and is Much Better in Every Way.

Have not our counties and townships been wasting a good bit of our money by building 9-foot roadbeds on 24 by 20 foot wide road grades? A 24-foot wide grade is plenty wide enough for a 14-foot roadbed. Then why spoil a good grade by putting on a 9-foot road when it costs less than one-third more to make a good job of it? Fourteen feet is sufficient width for two tracks; that would mean just one-half of the wear on the road. Then we can drive so as to have a wheel on each side of the center and that makes one more track and will be equal to a 9-foot road. So you see we have three times the wearing surface on a 14-foot roadbed that we do on a 9-foot. Then we have a chance to pass other rigs without one or both going into the ditch. Now this is claiming quite a lot for one-third more expense, but I think a 14-foot road will outlast three 9-foot roads, has a handier surface and is better in every way, writes John D. De Cou in Michigan Farmer. If you come up behind a rig you have a chance to get by. If you are driving an auto you do not have to go outside of the hard roadbed and take chances on skidding into the ditch.

A 9-foot roadbed has but one track. Where the wheels run it gets packed perfectly solid and a heavy load will crush all small stones into dust, and the first auto that comes along sucks it up on the front side of the wheels and then blows it clear off the track when they let go. This doesn't seem much, but when from one to fifty or more go over the same track it soon counts. Meanwhile, the horses traveling in the center with iron-shod hoofs have kept that dug loose and it gradually works out, leaving the road low in the center where it should be high. Then when heavy rains come the ridges where the wheel tracks come hold it in and it washes down the center to the lowest level, where it runs off at the sides, cutting ditches and causing a bad chuck hole.

This road is hard to keep in repair. If you use a road grader or drag to scrape the sides to the center the wheel tracks are so solid that they will hold up the blades and you will do but little if any good. If you haul



A Good Road in Michigan.

on more gravel it will not pack in the center, but keep working into the wheel tracks, making them still higher, when they are too high already. If our roads were 14 feet or more in width, then the driving would be all over the whole road, making a hard, smooth surface, and by going over once in a while with a road drag it would keep the center high, the rains would drain off at the sides and not wash down the center, and there would not be wear enough in any one place to work or crush the surface into dust to be blown off by winds or autos. You can repair a 14-foot road at any time, and it will pack and make a smooth, hard surface, for people will drive so as to hit the whole surface. But not so with a 9-foot track. They will all follow the same track, no matter how crooked the first pattern is. It will be better to build 14 feet or wider in the first place, than to build nine feet and then wider afterward, for it is hard to get a smooth, even surface, because the new gravel will work off the old, hard surface, causing a sag on each side which will have to be filled several times before it will get solid enough to match the old roadbed.

**Means Better Highways.**  
Where the dirt roads are in question the farmers need not fear any damage to the roads from the motor car. Their coming means better highways and possibly state aid in the construction of real roads of a permanent character.

**To Prevent Beetle Injury.**  
A good way to prevent young cucumber and melon vines from the attacks of beetles is to set a box frame around the plants and cover with mosquito netting or wire mesh.



## GOOD ROADS

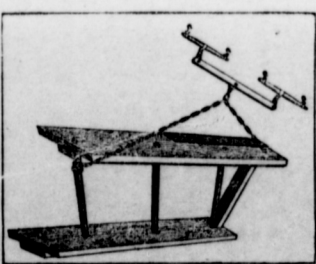
CONSTRUCTION OF ROAD DRAG

When Principles Are Thoroughly Understood and Intelligently Applied Work Is Simple.

(Prepared by the United States Department of Agriculture.)

Drags are often constructed of planks instead of logs. The plank should be strengthened along the middle line by a 2x6-inch strip. A triangular strip may be used under the lower edge of the blade to give it the proper cutting slope. The successful operation of the drag involves two principles, which when thoroughly understood and intelligently applied make road working with this implement very simple. The first concerns the length and position of the hitch, while the second deals with the position of the driver on the drag. For ordinary purposes the hitch link or clevis should be fastened far enough toward the blade end of the chain to force the unloaded drag to follow the team at an angle of 45 degrees. This will cause the earth to move along the face of the drag smoothly and will give comparatively light draft to the team, provided the driver rides in the line of draft.

If small weeds are to be cut or a furrow of earth is to be moved, the doubletree should be attached rather close to the ditch end of the drag. The drag will now move nearly directly forward, and the driver should stand with one foot on the extreme forward end of the front slab. This will swing the drag back to the proper angle and will cause the blade to plow. This hitch requires slow and careful driving in order to prevent the



The Plank Drag.

drag from tipping forward. If the blade should plow too deeply, the driver should shift his weight toward the back slab. If straw and weeds clog the blade, they can usually be removed if the driver shifts his weight to a point as far as possible from the ditch or blade end.

Usually two horses are enough to pull a drag over an ordinary earth road. When four horses are used they should be hitched to the drag by means of a four-horse evener. The team should be driven with one horse on either side of the right-hand wheel track or rut the full length of the portion to be dragged, and the return made over the other half of the roadway. The object of this treatment is to move earth toward the center of the roadway and to raise it gradually above the surrounding level. While this is being accomplished all wheel holes and ruts will be filled, into which traffic will pack the fresh earth.

## EXPENSE OF ROAD BUILDING

Interesting Comparison Compiled by Department of Agriculture Showing Money Spent.

An interesting comparison between the expenditure on public roads in the United States in 1904 and in 1912 has just been compiled by the department of agriculture through its office of public roads, showing the tremendous growth that has taken place in the movement for better highways within the last eight years. In 1904 the total expenditures on all public roads in the United States was \$79,771,617, but in 1912 the expenditures for this purpose amounted to \$164,232,365. The expenditure per mile of public roads in the United States for 1904 was \$37.07, but the expenditures per mile for the year 1912 had doubled, amounting to \$74.65. The expenditure per inhabitant in 1904 was \$1.96, but in 1912 it amounted to \$1.78.

The greatest progress in road building has been made in the states which contribute from the state treasuries toward the construction of state-aid or trunk-line roads. In 1904 there were 13 states that contributed out of the general fund \$2,607,000, but in 1912 there were 35 states which contributed \$43,757,438. The states having the largest expenditures for state-aid and trunk-line roads in 1912 were as follows: New York, \$23,000,000; Pennsylvania, \$4,000,000; Maryland, \$3,370,000; Connecticut, \$3,000,000.

**Both Questions Important.**  
The subject of good roads is one that will not down, but the question of keeping good roads is quite as important.

**Rules for Avoiding Indigestion.**  
Chew your food, quit overeating, quit washing the food into the stomach with liquids, quit eating the wrong combinations of food. Fermentation is not digestion, fermentation causes gas. Whenever you have gas you know that your digestion is not good. —Dr. David H. Reeder, Chicago.

## HIGHWAY IMPROVEMENT

WORKING ROADS WHEN MOIST

Much More Labor Is Required When Highways Are Dry—Use Road Machine When Soil Is Soft.

It is a great mistake to put off working roads until August or September. The roads should be worked when the soil is damp, so as to make the soil bake when it dries out. If the roads are worked when they are dry, it takes more power to draw the machine and, besides, dry earth and dust retain moisture and quickly rut after rains. The use of clods, sods, weeds or vegetable matter in building earth roads should be avoided because they also retain moisture.

If the working of the roads is deferred until the latter part of the summer when the surface is baked dry and hard, they are not only difficult to work, but the work is unsatisfactory when done. Earth which is loose and dry will remain dusty as long as the dry weather lasts, and then turn to mud as the rains begin. By using the road machine in the spring while the soil is soft and damp, the surface is more easily shaped and soon packs down into a dry, hard crust, which is less liable to become dusty in summer and muddy in winter.

Repairs to roads should be made when needed, and not once a year after crops are laid by. Because of its simplicity, efficiency and cheap-



King Road Scraper in Action.

ness, the split-log drag or some similar device is destined to come into more and more general use. With the drag properly built and its use well understood, the maintenance of earth and gravel roads becomes a simple and inexpensive matter. Care should be taken to make the log so light that one man can lift it with ease. The log should be from seven to ten feet long, and from eight to ten inches in diameter. It should be split carefully, as near the center as possible and the heaviest and best slab chosen for the front. When the soil is moist, but not sticky, the drag does the best work. The road will bake if the drag is used on it when it is wet. If the roadway is full of holes or badly rutted the drag should be used once when the road is soft and slushy.

Storm water should be disposed of quickly before it has had time to penetrate deeply into the surface of the road. This can be done by giving the road a crown or slope from the center to the sides. For an earth road which is 24 feet wide the center should not be less than six inches nor more than twelve inches higher than the outer edges of the shoulder. The narrow road which is high in the middle will become rutted almost as quickly as one which is too flat, for the reason that on a narrow road all the traffic is forced to use only a narrow strip. Shoulders are often formed on both sides of the road, which prevent storm water from flowing into the side ditches, retaining it in the ruts and softening the roadway. These ruts and shoulders can be entirely eliminated with the road machine or split-log drag.

The width of the earth road will depend on the traffic. As a rule, twenty-five or thirty feet from ditch to ditch is sufficient if the road is properly crowned. Ordinarily the only ditches needed are those made with the road machine, which are wide and shallow.

## MANY BAD ILLINOIS ROADS

Average Time of Two and One-Half Months in Each Year Highways Are Unusable.

If you want to know how badly Illinois needs good roads, ask the rural mail carriers. There are nearly three thousand of them in the state, their routes cover 66,628 miles of road, and they are out every working day in the year. When the subject is roads, the rural mail carrier knows what he is talking about.

Evidence collected from 2,721 rural mail carriers shows that most highways of Illinois deserve the name of trails, rather than of roads. In one county, for nearly thirty days in each year, the carriers are unable to make their routes.

In the whole state, for an average time of two and one-half months in each year, the country roads are unusable for a load of one and one-half tons, says the Chicago Journal. In some counties, country roads are unusable for such a load during more than one-third of the year. Such a condition is intolerable. It leaves a toll on every farmer and on everyone who uses farm produce. It raises the cost of living and cuts down the rewards of labor. Illinois must be pulled out of the mud. The first step in this work is to use convicts in preparing material to make roads, instead of mud lanes.

**For Sale**  
One 20 Horse Power Frick saw mill, fully equipped, used for sawing about twelve months.  
W. L. NUNEMAKER,  
Yorkville, Ky.

## NOTICE OF ELECTION.

Notice is hereby given that at the regular November election, 1914, the sense of the legal voters of Letcher county will be taken on the following question: Are you in favor of issuing bonds of Letcher county not exceeding the Constitutional limit for the purpose of building public roads and bridges in Letcher county? Said election will be held on the third day of November, 1914, at each of the voting precincts of said county. C. H. BACK, Sheriff Letcher County.



## Neuralgia

There is no need to suffer the annoying, excruciating pain of neuralgia; Sloan's Liniment laid on gently will soothe the aching head like magic. Don't delay. Try it at once.

Hear What Others Say

"I have been a sufferer with Neuralgia for several years and have tried different Liniments, but Sloan's Liniment is the best Liniment for Neuralgia on earth. I have tried it successfully; it has never failed." —J. H. Williams, Augusta, Ark.

Mrs. Ruth C. Claypool, Independence, Mo., writes: "A friend of ours told us about your Liniment. We have been using it for 15 years and think there is nothing like it. We use it on everything, sore, cuts, burns, bruises, sore throat, headache and on everything else. We can't get along without it. We think it is the best Liniment made."

**SLOAN'S LINIMENT**  
is the best remedy for rheumatism, backache, sore throat and sprains.  
At all dealers, 25c.  
Send four cents in stamps for a TRIAL BOTTLE  
Dr. Earl S. Sloan, Inc.,  
Dept. B. Philadelphia, Pa.



## J. G. WILCOX & SON

Jewelers and Opticians.

Whitesburg, - Kentucky.

## CAN'T LOSE HAIR

Twenty Years From Today A BALDHEADED MAN WILL BE AN UNUSUAL SIGHT.

One of the most prominent druggists of America made a statement a few days ago which has caused a great deal of discussion among scientists in the medical press.

He said: "If the new hair grower, Mildredina Hair Remedy, increases its sales as it has during the past year, it will be used by nearly every man, woman and child in America within eight years."

"When Mildredina Hair Remedy is used almost universally, landruff will disappear and with its departure baldness, itching scalp, splitting hair and all scalp diseases will follow and twenty years from now a bald head will be a rarity."

There is only one way to cure landruff, and that is to kill the germs. There is only one hair preparation that will kill the germs and that is Mildredina Hair Remedy. This unusual hair restorer with its record of thousands of cures will grow hair on any head where there is any life left; it will cure dandruff, stop falling hair and itching of the scalp in three weeks or money back.

It is the most pleasant and invigorating tonic, is not sticky, greasy and is used extensively by ladies of refinement who desire to have and keep their hair soft, lustrous and luxuriant. Fifty cents for a large bottle druggists everywhere. Mail orders filled by American Proprietary Co., Boston, Mass., with name and address and 25 cents in silver to pay postage.

## CUT THIS OUT

FREE to show how quickly Mildredina Hair Remedy acts, will send a large sample free by return mail to anyone who this Coupon to American Proprietary Co., Boston, Mass., with name and address and 25 cents in silver to pay postage.

## CASTORIA

For Infants and Children.

The Kind You Have Always Bought Bears the Signature of

*Dr. J. C. H. Fletcher*

In Use For Over Thirty Years

## CASTORIA

THE CENTAUR COMPANY, NEW YORK CITY.

## "STOP, LOOK, LISTEN!"

A LAWYER received \$10,000 for suggesting these words to a railroad. That sign, "Stop, Look, Listen!" saved the road many thousands of dollars in damages. It's a good sign. It's worth \$10,000. Wise people are often warned by a similar sign on the road of extravagance. They stop in time. How about yourself? Think this over seriously. A bank account is the BEST KIND OF SECURITY at any time.

## First National Bank

JENKINS, KENTUCKY.

## The Whitesburg Insurance Agency

Insurance of all Kinds

## Insurance that Insures

When you protect yourself, your wife and your loved ones are also protected.

**Death is Sure—Delays are Dangerous—**

Those depending upon you should be protected.

See About This

## L. H. HUBBARD

## FOR SALE!

As my interests are in Mississippi, I will offer for sale privately my suburban home, located one and one-half miles from Winchester, on the Bonnesboro pike, consisting of a handsome two-story brick residence, comparatively new, and 20 acres of good land. City water and acetylene lights. Call on or address

## C. T. EVANS

R. F. D. No. 2. Winchester, Ky.

## Trade With Home Concerns